

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

## AS OTHERS SEE US.

*Ship Masters' and Officers' Union*.—"Best medium for advertising."  
*Morning Advertiser*.—"Smartly written."  
*Daily Chronicle*.—"Able conducted."  
*Reynolds's Weekly Newspaper*.—"Bright."  
*Marine Record*.—"Doing pioneer work."  
*Coast Seamen's Journal*.—"Come to stay."  
*Railway Review*.—"Circulation nearly 20,000."  
*Literary World*.—"Will be appreciated by all who go down to the sea in ships."  
*Coast Seamen's Union (San Francisco)*.—"A worthy champion of the sailors' cause."  
*Star*.—"Good literary matter."  
*Liverpool Daily Post*.—"Most popular."  
*Glasgow Herald*.—"Interesting."  
*Liverpool Mercury*.—"The organ of the seafaring class."  
*Weekly Times and Echo*.—"The parent of the Seamen's and Fishermen's Unions."  
*Weekly Dispatch*.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."  
*The People*.—"Useful."  
*Liverpool Echo*.—"Multiform attractions."  
*The Democrat*.—"Useful work."  
*Seaboard*.—"A warranty of long life."  
*Baillie*.—"Dealing even-handed justice."  
*Weekly Budget*.—"A career of much prosperity and usefulness."  
*Mercantile Marine Service Association Reporter*.—"Written in true sailor style."  
*Scottish Leader*.—"Its sails are already filled with a favouring breeze."  
*Men and Women of the Day*.—"Enjoys an enormous circulation."  
*Derry Journal*.—"High reputation."  
*Western Daily Press*.—"Full of original matter."  
*Eastern Daily Press*.—"Something in its columns to suit even gentlemen of England."  
*Engineers' Gazette*.—"Rapidly improving."  
*Northern Echo*.—"Vigorously written. Doing its work well."  
*Southampton Observer*.—"Zeal and ability."  
*Tonbridge Free Press*.—"Interesting to everybody."  
*Hampshire Independent*.—"Well conducted."  
*Cork Examiner*.—"Most valuable."  
*South Wales Echo*.—"Well edited."  
*Hastings News*.—"A welcome guest."

## IN THE DOG WATCH.

The false and malicious libel circulated by the new organ of the Seamen's Union to the effect that SEAFARING is dead, has had the intended effect of making many people believe that to be the case.

SEAFARING is, however, still afloat, and likely before long to be enlarged and strengthened, and we trust our readers will help us by making this known.

Meanwhile the money of the Seamen's Union is being used to sink SEAFARING—the funds of a labour organisation being employed to crush a paper and an individual but for whose efforts the Union might have remained a local affair to this day.

J. H. Wilson has just got a rebuff which should help to take him down a peg or two. Not content with having already occupied the time of the Labour Commission for several days, he wanted to appear again, and applied to do so. But the Commissioners would not have it, so the cock-of-the-walk is denied another chance of public crowing.

As SEAFARING from the first has urged the seamen's claim to a vote, it is pleasing for us to read that Mr. Henegge intends to bring in a Bill enabling seamen and fishermen to vote by proxy. The voter will have to deposit a form properly filled up with a commissioner for oaths, who will witness the signature, and whose business it will be to deliver the form at the polling booth on the day fixed within an hour of the opening of the poll.

The *Workman's Times* of last week gives what it calls a brief statement of those portions of a certain article in the new Union paper which it "understands Mr. Cowie does not deny."

The *Workman's Times* is clearly misled in its understanding, as it proceeds to repeat certain statements which Mr. Cowie does most emphatically deny.

Capt. Luccock, late secretary of the Shipmasters' and Officers' Union (which, at the outset, was assisted by the Sailors' and Firemen's Union), writes that he frequently asked J. H. Wilson "for accounts of what we owed the Seamen's Union, but could never get those accounts."

It appears from one of the reports of the Seamen's Union, that £97 5s. 10d. was charged to the Shipmasters' and Officers' Union. This money Capt. Luccock said he would have been able to pay back out of the balance of £115 16s. standing to the credit of the Shipmasters' and Officers' Union when he left it, had J. H. Wilson sent him in the account.

"Don't you think," says Captain Luccock, "that it would have been more honourable on Mr. Wilson's part, if he had sent me on the accounts of this £97 5s. 10d., and thus have let me had a chance of paying back those poor sailors' moneys?"

Certainly we do. But J. H. Wilson's ideas of honour are like his Union's accounts, decidedly peculiar.

## MORE OPINIONS.

A seaman writes:—I will do my best for the circulation of SEAFARING, as it is the seamen's friend.

A shipmaster writes:—I have every SEAFARING since March, 1889, and I think any sailor that is a sailor who can peruse these SEAFARINGS and then say that the success of the Union is not due to SEAFARING, must be void of understanding.

A Dundee correspondent writes:—I was greatly gratified at receiving a copy of your esteemed paper on Monday, as I feared you had stopped it (as I had not got it from the usual source for two weeks). I am very glad to know that you are still holding on, and I trust that you will be able to keep going, and yet see your persecutors punished in a way they deserve. Their rash dogmatism has landed the crews of our whalers here in a mess, and as far as I can see the days are numbered of the Union and its present leaders.

The *Irish National Press* of Feb. 9 is informed that considerable dissatisfaction exists among members of the Seamen's Union owing to the establishment under the auspices of the executive of the *International Seamen's Gazette* in opposition to SEAFARING, which has been the organ of the Union for some years. It is stated that the receipts of the Union subsequent to the action of the executive have fallen from £900 to £200 weekly.

(For continuation of Opinions see page 5.)

## THE RULE OF THE ROAD.

A thorough knowledge of the rule of the road is the most essential part of a navigating seaman's education. On the high seas, of course, the rule of the road is just what the shipmaster chooses to make it—the world is his, and he may shape his course in that direction which best suits himself and the circumstances of wind and weather. If he is well schooled in the application of logarithms and the law of storms, he may safely traverse the wide expanse of ocean, and if he keeps well in view the maxim that a sailing vessel on the port tack must keep out of the way of another on the starboard tack, and that a sailing vessel has the right-of-way before a steamship at all times, his immunity from danger is further assured. But all ships must put into port occasionally, and when the land heaves in sight the rule of the road asserts itself as the most inflexible law, which can only be broken at the risk of the most disastrous consequences. To conduct a vessel in a crowded seaway with safety and all possible speed is a business requiring the exercise of qualities which are not so often called into use at other times. Forethought, presence of mind and courage, though generally serviceable, are strictly entailed on a successful observance of the rule of the road. The officer in charge of the deck who sees the light of an approaching vessel must be absolutely certain of his line of action—if he wavers at all the certainty of a collision arises immediately; coolness and self-possession are also necessary to insure prompt obedience to his orders. But more than these, courage is the quality upon which the utility of the rule of the road depends—not that courage which courts danger, but the courage that risks it in pursuance of the rule at a moment when suggestions and promptings to the contrary are offered. The courageous seaman who piles on canvas before the impending cyclone in order to increase his distance from the centre of the storm may, and very often does, quail before the lights of a vessel right ahead, under circumstances in which the rule of the road provides that he shall keep his course and take his chances. In the former case courage is based upon a knowledge of the natural laws and upon the assumption that those laws are inexorable; in the latter case the want of courage is accounted for by the assumption that even the most skilful seaman may forget to do the right thing at the right moment—an assumption, in its principle, generally prevalent in the human family, and no doubt very well founded. Whether perfect confidence in this particular will ever be established among seamen, or whether the rule of the road itself will surmount this human frailty is a speculative question, but the fact is, that many collisions at sea are brought about by the failure on one hand to observe the injunction to 'stand on.' The steamer in the endeavour to make a record and the sailing vessel jammed on the wind, figure upon crossing an approaching craft as closely as may be consistent with safety, but if the approaching vessel which has the right-of-way acts upon the assumption that an accident is liable to happen, an accident will generally result not from the fault of the rule nor from ignorance of its provisions, but from sheer want of faith in its operations.

## SEAFARING CLAIMS.

## SUCCESS AT HAND.

## THE NATION MOVED.

The *Daily Chronicle*, of Feb. 17, says:—Yesterday Mr. Henry Broadhurst, in the House of Commons, asked Sir M. Hicks-Beach if he would advise the Queen to create an Order like that of the Victoria Cross to reward the gallant deeds of those who save life at sea. The President of the Board of Trade thinks that existing rewards—the highest being the Albert Medal—sufficiently meet the case. . . . Indeed the times are propitious for some move in the direction which Mr. Broadhurst invited Sir M. Hicks-Beach to take. The interests, the rights and wrongs, perils and heroisms of those who pass most of their lives in "the sorrow that is on the sea," are deeply touching the national heart. Never was there a time when, thanks to the agitation of Mr. Plimsoll, more interest was taken in all questions relating not only to the saving of life at sea but to the improvement of it at sea. The strength of the movement is indeed indicated by the fact that shipowners of the highest rank have themselves with few exceptions voluntarily and at great cost, recently adopted changes in the building and equipment of vessels designed to meet many of Mr. Plimsoll's complaints, and just now a series of most risky experiments on the east coast have been undertaken for the purpose of bringing the National Lifeboat service nearer perfection. Naval officers of distinction like Admiral de Horsey are also racking their brains to devise better means of mitigating the horrors of such wrecks as that of the *Eider*, and engineers and electricians are equally eager in their efforts to establish some practical means of communication between lightships and the shore, which might guide us in an endeavour to bring timely succour to vessels in distress. Nobody, indeed, can read the accounts which have been given of the lifeboat experiments now going on at Lowestoft without gaining a vivid idea of the daring and skill and virile power of endurance which the lifeboat service of East Anglia exacts. The men at this station on Monday, it seems, determined to try their new self-righting lifeboat in a gale—entering on a bout with the tempest as if "in the frolic humour" of Ulysses and his crew. They launched her in a boiling sea, and report that she behaved well. When, however, they tried the Norfolk and Suffolk type of boat she ran her nose in the sand and the wild surges leaped on her like foaming wolves on a sheepfold. The crew were swept time after time from their places, but time after time they came back and met the enemy defiantly, striving with might and main to release their boat. Not till they saw that she was doomed to break up if they remained did they leave her, and then one man was dragged ashore with his leg smashed, another with his head broken, a third beaten and bruised till he was almost lifeless. Luckily the craft was rescued, but the incident vividly illustrates not only the perils which the lifeboatman has to face, but his untameable courage and stubborn valour in a crisis of great danger. That he will display these qualities on the east coast at least—not when stimulated by

the spectacle of fellow creatures on the brink of death—not when their piteous cries for help pierce his straining ears and goad him to superhuman effort, but merely in disciplinary or experimental duty—not in actual battle, but merely in sham fight—where, however, unlike other sham fights, the danger may be terribly real, shows that the coast population are no degenerate descendants of those fierce Scandinavian rovers from whom they have sprung. Science may do much to put us ahead or leave us behind the rest of the world in fighting ships. Science, however, cannot create for the sea service of rival Powers such a splendid race of fighting seamen as those who man the North Sea fishing fleet and the lifeboats on our eastern shores.

The country is beginning to feel that to this great class of toilers on the deep it owes a special responsibility. The feeling is making itself manifest in many ways besides that taken by Mr. Broadhurst yesterday in Parliament. We see it in Admiral de Horsey's demand that ships richly freighted with human life should be compelled to carry drift-buoys or self-righting covered punts that will blow ashore towing a line from a ship stranded in a storm, with the land on her lee. We see it in the protests made against shipowners for goading their skippers into racing habits, and in the demands for a completer system of fog-signalling in our crowded waterways. Perhaps it is nowhere more manifest than in the proceedings before the Labour Commission, where an uncompromising duel is being fought by the friends of the seamen and the friends of the grasping class of shipowners who have at all times obstructed ameliorating shipping legislation. Yesterday, for example, though Captain Hatfield, who represents the National Insurance and Provident Fund of Liverpool, said a great deal had been done to improve the seamen's quarters on board ship, he contended a great deal more must yet be done. A National Insurance and Provident Fund for Seamen, maintained one-third by the men, one-third by the owners, and one-third by the State, he thinks would do good. There is a tendency to undermanning, which should be checked. The food, he thinks, ought to be better. The allowance of fresh water should be more liberal, and more flour and sugar should be doled out to the men. All this confirms our complaint that we have no legal scale of dietary in ocean-going ships, but only a model Board of Trade scale, which there is no means of enforcing. Mr. Plimsoll seems to suggest that Captain Hatfield is not a trustworthy witness, but even if he be inclined to favour the shipowners, of which we have no proof, surely his evidence would be all the stronger where it supported the case of the seamen, as so much of it did. Of course, other witnesses are openly hostile. They think the shipowners are doing everything that is necessary for the comfort of their men, and that this is true of many we have been the first to acknowledge. But it is also fair to say that they did not—not even the best of them—initiate reform; perhaps because it took a strong agitation to convince them that things were not well ordered on their ships. The truth is that very little, if anything, in the way of spontaneous reform was done till Mr. Plimsoll forced shipping legislation through Parliament; till Mr. Chamberlain's brilliant speeches and drastic proposals, when President of the Board of Trade, warned the shipowners that it would



be better for them to set their house in order while days of grace were given to them; and till the spread of trade unionism among seamen and firemen released them from the abject state of bondage and subjection in which they were kept virtually at the mercy of bad employers and their "crimps."

## CORRESPONDENCE

### TO OFFICERS

To the Editor of "Seafaring."

DEAR SIR,—May I be allowed to ask now that SEAFARING is no longer the organ of the Firemen and Sailors' Union, and therefore its editor out of his bondage, whether officers of ships and steamers are to be considered entirely cast adrift? It is quite certain in the new Seamen's Union paper that has come out there will be little chance for the officer either to air his grievances, or even indulge in a little quiet converse with his employer. But the editor of SEAFARING has given every care to any letters either from the fore end, after end, or amidships. But where, oh where, are we now? Jack may bully away forward; the owner may unship us aft; the skipper may kick us amidships, and we must grin and bear it. That is if SEAFARING does not pick us up. Now then, you officers, who have used the columns of SEAFARING's side-lights and ghosts, rise and help yourselves by helping SEAFARING, and let every officer in the merchant service pledge himself to at least contribute to his journal and pay for it. It costs only a penny a week or 4s. 4d. a year. So send your money in at once.—Yours truly,

CHIEF MATE.

MR CHARLES H. WILSON, M.P., has consented to preside at the annual court of the Seamen's Hospital Society to be held at Fishmongers' Hall on March 2.

At a meeting of the North of England steamship owners, held at Newcastle, it was decided that an appeal should be made to the shipowners throughout the country for the construction of a second Suez Canal.

INVENTOR OF THE LIFEBOAT. The vicar of Hythe, Kent, has opened a fund to place a stained-glass window in the old Norman church at that place to the memory of Lionel Lukin, the inventor of the lifeboat, who died at Hythe on Feb. 15, 1834. Lukin was born May 18, 1742, at Dunmow, Essex, and the inhabitants of that place have been asked to subscribe to the fund. The following is inscribed on Lukin's tombstone:—"This Lionel Lukin was the first who built a lifeboat, and was the original inventor of that principle of safety, by which means many lives and much property have been preserved from shipwreck; and he obtained the King's patent in the year 1785."

PIRACY IN THE SOUTH SEAS.—An American Press correspondent at San Francisco sends the following despatch, under date Jan. 21:—"James White, a stowaway, from Honolulu, on the steamer *Australia*, tells a remarkable story of his adventures in the South Seas. Last May he deserted from an American ship in Sydney, and shipped on a schooner for a trading voyage among the islands of the Pacific. Soon after leaving the Australian coast guns were brought up from the hold, and White was told they were to be sold to islanders. The vessel carried a crew of 15 men, commanded by Captain Cottop, a Southerner. At the first place where the vessel touched five young girls were forcibly abducted. The natives pursued in a canoe, and when near the ship they were fired on. Six or eight were killed, and the canoe was overturned, and the rest were devoured by sharks. Two weeks later the vessel touched at another island, and in a fight with natives one of the crew was killed, and the mate's arm was broken. At another island a lot of sacred wood was stolen, and the schooner was chased by a French unit, but got away. At Guaham Island White deserted, and was taken to Honolulu by the brig *Madrone*."

### A SUICIDE'S REQUEST.

A coroner's inquest has been held at Bourne-mouth, respecting the death of Elizabeth Charlotte Thackwell, an unmarried lady, aged 35, residing as a visitor at Collingwood-house. The medical and other evidence showed that she had during the past three years suffered from general debility, nervous prostration, and hysteria, also sometimes from neuralgic pains. Recently she had been deeply grieved by the death of her father, a country gentleman, residing in Gloucestershire. Last Friday evening, at her request, a female attendant procured from a chest a four-ounce bottle of laudanum. On the following morning Miss Thackwell was found dead in bed, and half the laudanum was gone. The following letter, in her handwriting, was found underneath her pillow: "February 12th.—If dead in the morning please send at once for my people, and let my things rest locked in this room until they come. I leave all my things and money to my own sister. I die forgiving all, and entirely of grief and a broken heart. Please ask Mr. Bennett to bury me."—The jury returned a verdict that the cause of death was laudanum-poisoning, and that the laudanum was self-administered.

### OFFER OF A LIFEBOAT.

A letter has been received by Mr. Samuel Hands, hon. secretary of the Wolverhampton branch of the Royal National Lifeboat Institution, from a gentleman resident at Tetenhall, in which the writer says: "In reply to your appeal of the 1st inst. I have been considering how I could best forward the interest of the National Lifeboat Institution. Having been an ardent lover of the sea from my youth, and a great admirer of our plucky lifeboat men, I have always felt a great desire to assist their noble cause of rescuing life, should I ever be in a position to do so. I am afraid, owing to our insular position, that (while liberally supporting our local institutions) we are apt to overlook the great dangers of those 'who go down to the sea in ships;' but we should bear in mind that a large portion of the industries of this town find their way across the sea to foreign ports. I now beg to submit the following offer to your committee: That I will provide, at my own expense, a lifeboat, fully equipped, including lifebelts, skids, carriages, &c., value £700, if, within one year from this date, your committee could obtain subscriptions to provide a house for the same, according to the institution's requirements, value £350." The local committee will meet in a few days to consider the matter, and the hope is expressed that the conditional sum required may be forthcoming. Wolverhampton has already contributed two boats to the National Institution.

### GUARDIANS PUT TO FLIGHT BY A WOMAN.

The Dublin *Express* states that there was an extraordinary occurrence at Parsonstown, by which Lord Rosse, chairman, and Colonel Biddulph, J.P., vice-chairman of the Board of Guardians, narrowly escaped serious injury, while half a dozen other members were pelted through the streets with mud. During the admissions an application by Mary Jane McKeown, a tall, stalwart woman, was refused, and she left unwillingly. Ten minutes later she returned unobserved by the porter and hurled a lemonade bottle in the direction of Colonel Biddulph and Lord Rosse, who were sitting within two yards of her. The missile passed between their heads a few inches from each, and struck the wall at the opposite end of the building. The long distance it travelled shewed the force with which it was thrown. The woman was pinioned by the officials and removed, shrieking curses on herself for having missed her aim. She was allowed to leave the house, and the police at Birr were sent for to intercept and arrest her. When the Board adjourned and the Guardians left six of them proceeded towards the town, and had reached Newbridge-street, when the woman sprang from a place of concealment to a pile of mud in the centre of the street and vigorously pelted each member of the Board as they ran past. There was no means of escape, as the infuriated female, who is nearly 6ft. high, had the street to herself. Magistrates and rural Guardians suffered alike, as they were all within the line of fire from her powerful, brawny arm, and each in turn fled. The last of the batch of six, Mr. P. Plunkett Dunne, J.P., whose splendid physique and faultless attire were calculated to have an effect, tried a parley, but he shared the fate of the others, and joined the fugitives in front. Police arrived, and the miscreant was arrested and sentenced to 10 months' imprisonment with a two years' rule of bail.

Elizabeth Kilmer, of London, schooner, stranded month of Southwold; crew saved.

It is stated that a census is being taken at the Baltic and North Sea ports of those fishermen and other seamen who are willing to serve on board men of war whenever called upon to do so.

The Cardiff magistrates on Tuesday fined a man £100 for keeping a shebeen.

The will of the late Mr. W. H. Smith was sworn for probate on the 10th inst., the personality being put at £1,764,000.

A collier, named John Owen, has met a frightful death by falling from the mouth of a pit at Blaengarw, Glamorganshire, a depth of 170 yards.

A telegram says that the Empress Eugénie is expected at Mentone during the first week in March, and will reside at the Cap Martin Hotel, a few miles from the town.

The Paris newspapers mention with all reserve a current rumour that a gentleman, very well known on the Bourse, and holding an official position, had absconded in consequence of unsuccessful speculations.

The application made at New York on behalf of the English police for the extradition of Carl Sampson, the well-known "strong man," on the charge of stealing a quantity of diamonds belonging to Mrs. Margaret Bernstein, was granted.

It is officially announced that the Governor of Senegal has started on a visit to Salum, and that he will take the opportunity of going to Bathurst to confer with the British Administrator on various questions affecting the interests of the two colonies.

A woman named M'Carthy, aged 40 years, the daughter of a gate-crossing keeper on the Great Southern and Western Railway between Ballyhooly and Fermoy, was helping her father to close the gates when she was knocked down by a train and cut to pieces.

The German Emperor has ordered a new 14-oar boat at Dantzig for his steam yacht. Keel and sternpost are to be of oak, the railing of elm, and the rest of the woodwork of mahogany, while the metal work will be silver-plated. It will cost about £1,100.

On the reassembling of Parliament a message of condolence, accompanied by a beautiful wreath, bearing the words, "Loved and honoured, fare thee well," was sent to Lady Clifford by the officials of the House of Lords, in memory of the late Colonel Sir Spencer Clifford.

A special jury in a case tried before Mr. Justice Mathew has awarded £850 to Miss Pryme, headmistress of Christ Church Infant School, Brixton, as compensation for personal injuries which she had sustained in a collision on the London and South-Western Railway in January last year.

Mr. Nathaniel Eckersley, of Carlton Manor, Leeds, and Standish Hall, Wigan, and formerly M.P. for that borough, has died at the age of 78. Mr. Eckersley, who was a magistrate and D.L. for County Lancaster, sat for Wigan on the Conservative side from 1866 to 1868, and again from 1883 to 1885.

The Conservative Committee of South Paddington, after further considering the letter received by them from Lord Randolph Churchill, have resolved by a majority to recommend to the Conservative Association of the constituency that his lordship be again accepted as their candidate at the next election.

The sudden death is announced at Brighton, from pneumonia of the Rev. T. Rhys Evans, at the age of 40. Mr. Evans, who was widely known as a preacher, succeeded the late Rev. E. Paxton Hood at the Queen's-square Congregational Church, Brighton, where he has ministered for the past 13 years.

Kullmann, the journeyman cooper who shot at Prince Bismarck on July 15th, 1874, at Kissingen, and slightly wounded him, has died in the Penitentiary at Amberg. He was sentenced to 14 years' penal servitude, and the term was increased by several years on account of his unruly conduct in prison.

At Glasgow Lachie Thomson, champion lightweight boxer of Scotland, and John McKenna have been fined £5 each or 30 days, for engaging in a prize fight at a Glasgow club. It was alleged that they were seconds in a boxing match, and after quarrelling fought with bare knuckles for £5, both being severely punished.

Dr. John W. Taylor, medical officer of health of the borough of Scarborough, has died suddenly from heart disease while visiting a patient. Dr. Taylor was frequently engaged by the Local Government Board in investigating cases of zymotic disease, and last year he made a report as to the outbreak of typhoid on the Tees side.

The Government of New South Wales have announced themselves willing to subsidise a proposed Pacific cable, which will give an alternate route to Europe. The proposal is that the cable shall start from Gladstone, a little south of Rockhampton, in Queensland, thence to Fiji, Samoa, Honolulu, and finally touching at some point on the coast of North America.

On Tuesday both Houses of Convocation of the Province of Canterbury assembled at Westminster Abbey. Following the usual practice at the opening of a new Session, their Lordships of the Upper House and the Prolocutor proceeded to Henry VII.'s Chapel for the celebration of the Holy Communion. The Archbishop of Canterbury was the celebrant, assisted by the Prolocutor (the Bishop of Guildford).

## HOMEWARD BOUND.

The following have been announced since our last report:—

Aston Hall s left Sagres Feb 16, for Liverpool  
 Arizona s left New York Feb 9, for Liverpool  
 Adriatic s left New York Feb 10, for Liverpool  
 Ariosto s left Suez Feb 9, for London  
 Agamemnon s left Port Said Feb 9, for London  
 Austral s left Albany Feb 13, for London  
 Ardbeg s left Baltimore Feb 13 for London  
 Alcester left St. Helena Jan—, for Dundee  
 Ainsdale s left Manila Feb 13, for UK  
 Arracan s left Suez Feb 15, for UK  
 Adelpia left Savannah Feb 11, for UK  
 Almandine s left New York Feb 12, for UK  
 Abana s left Brunswick Feb 12, for UK  
 Ashlands s left New Orleans Feb 14, for UK  
 Alfredo s left Charleston Feb 15, for UK  
 Aurora s left Charleston Feb 15, for UK  
 Amaryllis s left Savannah Feb 15, for UK  
 Armida left New Orleans Feb 15, for UK  
 Arlona s left Boston Feb 8, for Avonmouth  
 Altai clrd at Pensacola Feb 2, for Fleetwood  
 Benin s left Sierra Leone Feb 10, for Liverpool  
 Brandenburg s left Marazion Feb 11, for Liverpool  
 Bothnia s left New York Feb 10, for Liverpool  
 British Prince s left Philadelphia Feb 10, for L'pool  
 Buffon s left New York Feb 13, for Liverpool  
 Britannia s left Suez Feb 14, for London  
 Brahmin left Dunedin Feb 12, for London  
 Columbian s left Boston Feb 10, for Liverpool  
 Cuvier s left New York Feb 12, for Liverpool  
 Clan Macdonald s left Malta Feb 15, for London  
 Clan Macgregor s left Port Said Feb 14, for London  
 Clan Sinclair s left Aden Feb 14, for London  
 Capella s left Suez Feb 16, for London  
 Cathay s left Aden Feb 11, for London  
 City of London s left Colombo Feb 10, for London  
 Clan Mackenzie s left Calcutta Feb 16, for London  
 City of Carlisle left Victoria, VI, Feb 15, for London  
 Clan Cameron s left Madras Feb 13, for London  
 Clan Macintyre s left Madras Feb 14, for London  
 Cloncaird left San Francisco Feb 3, for Queenstown  
 Crown of India left Melbourne Feb 13, Falmouth  
 Colina s left Baltimore Feb 9, for Glasgow  
 Corean s left Boston Feb 14, for Clyde  
 Caledonia s left Sourabaya Feb 11, for Channel  
 Casos s left Philadelphia Feb 8, for UK  
 Cymmodorion s left Baltimore Feb 14, for UK  
 Countess s left Galveston Feb 14, for UK  
 Cyril s left New Orleans Feb 15, for UK  
 Congo s left Kurrachee Feb 11, for Hull  
 Coleridge s left Bahia Feb 13, for Southampton  
 Diomed s left Madras Feb 9, for London  
 Dorunda s left Townsville Feb 10, for London  
 Dove left Savannah Feb 11, for UK  
 Delcomyn s left New York Feb 15, for UK  
 Dunkeld s left Savannah Feb 14, for UK  
 Dominion s left New York Feb 13, for Avonmouth  
 Douglas Hill s left Baltimore Jan 29, for L'n'derry  
 Darwin s left Tucacas Feb 11, for Swansea  
 Euskaro s left Norfolk Feb 9, for Liverpool  
 Earl Granville left Pisagua Feb 5, for Falmouth  
 Earl of Dunmore left Chittagong Feb 11, for Dundee  
 Enterprise left Mobile Feb 9, for Greenock  
 Eglantine s left New York Feb 8, for UK  
 Ethelwalda s left Baltimore Feb 14, for UK  
 Ethelburga s left Philadelphia Feb 15, for UK  
 Exeter City s left New York Feb 13, for Swansea  
 Felbridge s left Baltimore Feb 12, for UK  
 Gaditano s left Norfolk Feb 10, for Liverpool  
 Gulf of Corovado s left Callao Feb 13 for L'pool  
 Gleneagles s left Shanghai Feb 11, for London  
 General Roberts left Sydney, NSW, Feb 11, for London  
 Garth Castle s left Cape Town Feb 11, for London  
 Glantivy s left New York Feb 9, for UK  
 General Berge left Mobile Feb 10, for UK  
 Glanystwith s left Boston Feb 12, for UK  
 Guido s left Norfolk Feb 16, for UK  
 Gambia s left Baltimore Feb 12, for UK  
 Hildegard s left St Vincent Feb 11, for Liverpool  
 Hispania s left Suez Feb 9, for Liverpool  
 Herschel s left New Orleans Feb 9, for Liverpool  
 Hydarnes s left River Plate Feb 11, for Liverpool  
 Highland Glen s left Buenos Ayres Feb 13, for Liverpool  
 Hydarnes s left River Plate Feb 11, for London  
 Hurunui left Port Chalmers Feb 11, for London  
 Honiton s left New Orleans Feb 10, for UK  
 Horn Head s left New Orleans Feb 12, for UK  
 Heighington s left Baltimore Feb 14 for UK  
 Hindoo s left New York Feb 10, for Hull  
 Hevelius s left Madeira Feb 14, for Southampton  
 Ida s left Norfolk Feb 9, for Liverpool  
 Irthington s left Newport News Feb 12, for L'pool  
 Idud left Charleston Feb 15, for UK

Jelunga s left Batavia Feb 9, for London  
 John Hammet s left Philadelphia Feb 10, for U K  
 Justin s left Philadelphia Feb 14, for U K  
 John Johnson left St John NB, Feb 4, for Belfast  
 Karoon s at New York Feb 2, for London  
 Kingsland s left Buenos Ayres Feb 14, for Falm'th  
 Locksley Hall s left Marseilles Feb 9, for Liverpool  
 Lignia s left Monte Video Feb 11, for Liverpool  
 Labrador s left Halifax Feb 11, for Liverpool  
 Lake Nepigon s left New York Feb 12, for Liverpool  
 Legislator s left Calcutta Feb 12, for London  
 Lutterworth, Kelly s left Oamaru Feb 7, for London  
 Methley Hall s left Suez Feb 16, for Liverpool  
 Moonstone s left Norfolk Feb 16, for Liverpool  
 Mariner s left Pernambuco Feb 9, for Liverpool  
 Merchant s left Pernambuco Feb 10, for Liverpool  
 Martaban s left Rangoon Feb 11, for Liverpool  
 Magellan s left Monte Video Feb 12, for Liverpool  
 Monmouthshire s left Suez Feb 14, for London  
 Methven Castle s left Las Palmas Feb 12, for L'don  
 Milanese s left Boston Feb 10, for London  
 Maroon s left Jamaica Feb 13, for London  
 Mexico left Rosario Feb 12, for Falmouth  
 Manitoban s left Philadelphia Feb 16, for Clyde  
 Monrovia s left Boston Feb 13, for UK  
 Meteor left Brunswick Feb 12 for UK  
 Mercedes s left Philadelphia Feb 15, for UK  
 Maiden City clrd at St. John, N.B. Jan 30, for Londonderry  
 Montreal left New York Jan 15, for Plymouth  
 Medway s left Barbadoes Feb 13, for Southampton  
 Northumbria left Ship Island Feb 12, for Liverpool  
 Nicaraguan s left New Orleans Feb 12, for L'pool  
 Nester s left Perim Feb 14, for London  
 Nestor left Iquique Feb 10, for Falmouth  
 New York left New York Feb 9, for U K  
 Nicaraguan s left New Orleans Feb 12, for U K  
 Nore left Brunswick Feb 12, for U K  
 Norge s left New York Feb 15, for U K  
 Olbers s left New York Feb 13, for Liverpool  
 Ore left Savannah Feb 11, for U K  
 Ortyga s left Baltimore Feb 12, for U K  
 Ohio s left Baltimore Feb 10, for U K  
 Olympia s left New York Feb 15, for U K  
 Pavia s left Boston Feb 10, for Liverpool  
 Palestine s left Boston Feb 14, for Liverpool  
 Polynesian s left Baltimore Feb 15, for Liverpool  
 Pulina s left Galveston Feb 11, for Liverpool  
 Persia s left Gibraltar Feb 14, for London  
 Peni sular s left Brindisi Feb 11, for London  
 Port Douglas s left Sydney Feb 9, for London  
 Prometheus s left Singapore Feb 11, for London  
 Peruvian s left Boston Feb 11, for Glasgow  
 Picton s left Philadelphia Feb 10, for U K  
 Parana left Charleston Feb 10, for U K  
 Parkgate s left New York Feb 9, for U K  
 Pedro s left New Orleans Feb 14, for U K  
 Pontiac s left New York Feb 16, for U K  
 Roumania s left Aden Feb 13, for Liverpool  
 Roman s left Boston Feb 9, for Liverpool  
 Runic s left New York Feb 6, for Liverpool  
 Red Jacket s left New Orleans Feb 14, for L'pool  
 Roma s left Suez Feb 15, for London  
 Remus s left Sydney Jan 13, for London  
 Rockabil s left Norfolk Feb 10, for U K  
 Rosalia left New Orleans Feb 10, for U K  
 Rialto s left Baltimore Feb 14, for U K  
 Rowena s left New York Feb 6, for Bristol  
 Sedgemore s left Baltimore Feb 13, for Liverpool  
 Sutlej s left Marseilles Feb 10, for London  
 Scindia s left Colombo Feb 8, for London  
 Spain s left New York Feb 6, for London  
 Stipan left Tacoma Feb 9, for Falmouth  
 Siberian s left New York Feb 11, for Glasgow  
 St Pancras s left New York Feb 8, for U K  
 Stranton s left Philadelphia Feb 8, for U K  
 Saturnia s left Norfolk Feb 16, for U K  
 Solsaet left Mobile Feb 10, for U K  
 Savona left New York Feb 9, for U K  
 Storm King s left Norfolk Feb 16, for U K  
 The Queen s left New York Feb 15, for Liverpool  
 Thetis s left Aden Feb 14, for London  
 Teucer s left Penang Feb 12, for London  
 Tresco s left Newport News Feb 10, for UK  
 Transatlantic left Savannah Feb 10, for UK  
 Thorsten left Savannah Feb 13, for UK  
 Topdal left Savannah Feb 16, for UK  
 Umbria s left New York Feb 13, for Liverpool  
 Umzinto s left Las Palmas Feb 13, for London  
 Umlazi s left Natal Feb 13, for London  
 Venetian s left Boston Feb 15, for London  
 Voladora left Savannah Feb 11, for UK  
 Vanadis left New York Feb 12, for UK  
 Volturno s left New York Feb 15, for UK  
 Vera s left Kurrachee Feb 16, for Hull  
 Wanderer s left New Orleans Feb 11, for Liverpool  
 Werneth Hall s left Bombay Feb 13, for Liverpool  
 Wellfield s left Baltimore Feb 10, for UK  
 White Rose left Mobile Feb 3, for UK  
 White Cross s left Bombay Feb 8, for Tyne  
 Yorkshire s left Perim Feb 16 for London  
 Yeddo s left Malta Feb 10, for Hull  
 Zoe s left Newport News Feb 6, for Liverpool

*Soudan*, British ship, wrecked Ascension Island crew saved, and coming home by the *Methven Castle* s, of London.

A CORRESPONDENT writes:—Some idea of the rapid development of trawl fishing at Aberdeen may be gathered from the following. Nine years ago, when the industry was first started, the annual value of white fish landed at the port amounted to £20,000; last year the total was £212,000. There is now a fleet of over 80 trawlers fishing from the port, each of which employs eight men; each boat requires over 800 tons of coal per annum, about £16,000 is spent annually for new gear, and £1,000 per boat is distributed in wages.

EIGHT men of the barque *Prince Rupert* were charged at Portsmouth Police Court with combining to disobey the lawful commands of the commander of the vessel. One of the men, a Swede, was unable to understand English, and there being no interpreter present he was discharged. The *Prince Rupert* put into Portsmouth, after being in collision, for repairs, which were completed to the satisfaction of the Board of Trade. The men alleged that the lifeboat was not in working order. Their wages were paid a week in advance, and as they refused to accept the captain's offer to be taken back for the remainder of the voyage they were each sentenced to three months' hard labour.

REFUSING DUTY.—At a Justice of Peace Court held at Greenock on Feb. 15, eight seamen, named Frederick Annoyle, James Gaw, Frank William Matthews, Thomas Jackson, Alexander Finlayson, John Flynn, George Ford, and James Bradley, were charged with having contravened Sub-section 5 of Section 243 of the Merchant Shipping Act of 1854 by having on Saturday, in so far as they, having been lawfully engaged to serve on the barque *Antoinette*, of St. John's (New Brunswick), wilfully refused to obey the lawful commands of the master and mate to man the windlass while the vessel was lying at the Tail of the Bank and ready to proceed on a voyage to Rio Janeiro. The accused pleaded guilty, and were each sentenced, with the exception of Gaw and Matthews, who expressed their willingness to go back in the vessel, to five weeks' imprisonment.

AT the Labour Commission, on Feb. 17, Mr. J. Butcher, the secretary of the Seamen and Marine Firemen's Amalgamated Association of Hull, complained of tramp ships—principally those trading to the Baltic—being undermanned, which was dangerous to life and property. If the Merchant Shipping Act of 1880 were carried out, by which a man was obliged to have been at sea for four years before he could be rated as an A.B., there would be more men in the Naval Reserve. His Union did not go so far as to refuse to work with non-Unionists, but they did think that the non-Unionists, who benefit by the action of the Union, should pay their share. He quite agreed that there was a small minority of firemen who got more drink than they ought, but if their work was less laborious it would lessen the tendency to drink. If their hours were reduced it would tend to an improvement.

CHARGE OF NEGLECTING TO SAVE LIFE.—Captain John Griffiths, master of a vessel named the *Petro*, was summoned before the stipendiary (Mr. T. W. Lewis) at the Cardiff Police Court on Feb. 12 for neglecting to make any attempt to save the life of one of his apprentices, named Isaac Walker, who was washed overboard off Cape Clear. Mr. Vachell appeared to prosecute on behalf of the Board of Trade, and Mr. Hancock defended. In opening the case Mr. Vachell said that the proceedings were taken under Section 239 of the Merchant Shipping Act, 1854, and the case against the defendant was that whilst off Cape Clear, on the West Coast of Ireland, his vessel got on the rocks, surrounding a cluster of islands, and that Walker, who was baling out one of the boats, was washed overboard by a wave. At that moment the captain got his vessel off the rocks, and, without making any attempt to rescue his apprentice, sailed right away. The boy was unable to swim, and, after sinking twice, turned over on his back and was buffeted about by the waves for half an hour. Luckily some fishermen chanced to be on the island, and with great difficulty they managed to launch a fishing-boat and arrive on the scene in time to save the boy's life. The captain sailed his ship into Skuill, and though there was a coastguard station only half a mile away he never reported the matter, and it was 24 hours afterwards when the coastguard men came on board that he learned the boy had been saved. Mr. Vachell said he was instructed that there was nothing to prevent the captain laying his ship to after getting off the rocks and making an attempt to save the lad. The case was adjourned.



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J. F. BLENHEIM, Willesden-lane, N.W.

**Seafaring.****SATURDAY, FEBRUARY 20, 1892.**

A correspondent writes that he hopes SEAFARING is not going to become a Tory paper, as he sees in last week's issue "an article in favour of Mr. Plimsoll and the present Government." SEAFARING has never been a political paper of any kind, and is not going to be. Our advice has always been, support such politicians as support the seamen's claims, no matter to what party those politicians belong. As the present Conservative Government has shown itself friendly to the seamen,

by passing measures useful to them, it would be a mistake on the part of seamen to oppose that Government, as it would be a mistake to oppose a Radical Government that was friendly to seamen. Mr. Plimsoll distinctly says that he is, and always has been, a Radical, yet because the present Government has shown itself well disposed to seamen, he hopes the Government will retain power. As far as we are able to judge, the majority of the seamen agree with him. But that does not necessarily make Mr. Plimsoll, or the seamen, or SEAFARING Tories. Our attitude from first to last has been this: Take what you can get in the way of legislation from either or both political parties, but do not identify the seamen's movement with either, because it is not a political movement, and the men engaged in it must be free to differ on politics, otherwise you split it up.

The *Shipping Gazette*, in discussing the rupture between some of the persons who profess to speak for the Seamen's Union and SEAFARING, says:—"The gag being thus removed, seamen are made aware that 'most people who have had anything to do with the Union have seen much that was wrong going on inside,' and they are subsequently entrusted with several 'open secrets' and 'awkward truths.' The interrogative is used with much effect, and, among other things, the question is asked how it is that 'every man who becomes prominent in the Union incurs the hatred of the Executive, and is marked down for ruin?' One explanation offered as to the action of the Sailors' Union is that its paid officials would find their occupation gone if seamen's grievances were redressed, and that they object to the late official organ because it so effectually contended for the just rights of the sailor. Such charges as these seem rather wildly made, and they certainly come with but ill grace from a writer who declared, in the early stages of the controversy, that there had been no quarrel between him and the union." The *Gazette* forgets that since the "early stages of the controversy," when there was "no quarrel," the Union has issued a paper largely devoted to libelling the editor of SEAFARING, and attempting to ruin him. It may not be a "graceful" act to hit people who suddenly attack you, but it is a natural one, and a good deal more manly than lying down and allowing yourself to be kicked. The Executive of the Sailors' and Firemen's Union seem to imagine that it is the duty of everybody to lie down and be kicked by them, and they have found a good many people to do it, but they forget there are people with sufficient of the old Adam left to "drink delight of battle" in a good cause. In any case credit is due to the *Shipping Gazette*, which we have always regarded as the most respectable of the shipowners' papers, for breaking through the conspiracy of silence hitherto maintained by so many papers on the subject of the attempted scuttling of SEAFARING.

**MORE OPINIONS.***(Continued from page 1.)*

The *Newcastle Daily Leader* (Feb. 13) says:—"The Sailors' and Firemen's Union has withdrawn its support from SEAFARING, and has started a paper of its own. The impression has got abroad, indeed, that SEAFARING is dead, but that is not the case. It was, at any rate, published on Saturday last, and the editor, Mr. Cowie, seems determined to carry it on against all discouragements. Why the paper has been abandoned by the Union does not appear, and it is not for us to speculate upon the subject, but it seems hard that a journal which has done such good suit and service should be cast overboard to sink or swim. SEAFARING has been ably conducted, and has been thoroughly loyal to the Union which has now abandoned it.

The *Shipping Gazette*, of Feb. 17, says:—"The Sailors' Union and its official organ have parted company. On the plea of economy, the Executive Council suddenly withdrew the subsidy which had hitherto been paid, and determined to establish its own weekly newspaper. To those who followed the evidence of the general secretary before the Labour Commission this announcement must have caused considerable surprise. It was then stated that as the annual meeting of the Union had determined to keep up the subsidy, a special general meeting would have to be convened before the Executive Council could either withdraw or suspend it. It now appears that no such meeting has been called, and that the present decision has been come to by those who, according to the founder of the Union, had no authority to act as they have done. So much for the elasticity of the rules which govern this remarkable organisation. The precise outcome of the rupture it is not very easy to foresee, but it opens up a vista of possible complications which is bound to attract notice. For instance, we are told that "if there was no agreement, the money paid to the paper was illegally paid, and those who paid it can be proceeded against at law." More importance, however, is likely to attach to the moral effect of this latest move on the part of the Union. British sailors, whatever their faults, have a strong liking for fair play, and if it is a fact, as the editor asserts, that he is to be "ruined for helping the Union," we may be certain that he will receive a good deal of sympathy. So far as can be gathered, there was no complaint against the paper, yet supplies were cut off so suddenly as to suggest to the editor that it was intended to "scuttle" his ship. The most interesting question is whether the members of the Union will side with "our official organ," as the general secretary used to call it, or with the executive. There is just the possibility of a serious split, and the organisation in its present weakened condition can but ill afford that, especially if the result were to be the formation of an independent and competitive Union, in the government of which the members really had some share. At present, so far as we can see, only one point has been gained, and that is that the Sailors' Union will in future be directly responsible for the utterances of its weekly publication. It will no longer be able, as

in the past, to shelter itself behind the personality of the individual whom it has now sent to the right-about.

The *South Shields Daily Gazette* says:—It has been pretty freely stated that SEAFARING, which has been for some years past the recognised organ of the seafaring class, has ceased to appear. This is not the case, however. SEAFARING still continues to be published week by week, although it has ceased to receive the support of the Executive of the Sailors' and Firemen's Union, which has commenced to issue a rival journal, published at Sunderland. A quotation from the *Weekly Dispatch* will show how matters stand:—"The Executive of the Sailors' and Firemen's Union," says our contemporary, "have withdrawn their support from SEAFARING, leaving it to sink or swim. It will still continue to swim, for its editor, Mr. Archibald Cowie, who has probably done more than any other man to raise the Union to its present position, is not wanting in energy and resource. No fault is found with Mr. Cowie's conduct of the paper; and there can be no difficulty from lack of Union funds. The true reason of the severance does not lie on the surface, but it is exceedingly important that it should be fully inquired into by branches of the Union." An explanation of the conduct of the Executive in cutting adrift a publication which has so ably represented the cause of the seamen in the journalistic world has been published in the new and rival newspaper, but it is rather personal than full or satisfactory. If the facts are as stated in this explanation there appears to us to be still another strong reason why the matter should be looked into by local Branches of the Union. In the meantime it ought to be known that SEAFARING is not dead, as it has been declared to be, but is still published under the former editorship. The number of its pages has been diminished, through stress of weather; but this, we suppose, is merely a temporary arrangement, rendered necessary by the sudden manner in which support has been withdrawn by the organisation whose interests SEAFARING had, as appeared to the ordinary spectator, so competently represented.

#### To the Editor of "Seafaring"

DEAR SIR,—I am very sorry to read that the Executive of the Sailors' and Firemen's Union attempted to scuttle the champion and truth-telling paper the noble SEAFARING. If every Union could boast of such a paper to lead them and represent their views they might be proud and gain great strength. I hope that everyone connected with the sea and the Union will judge for themselves and support SEAFARING, and not be dictated to by the chief and petty officers of the Union (for the time being). Surely it will be a blow for Wilson (I wish I was living in Deptford) this attempt to wreck our splendid SEAFARING. It has gone through storms and not been lost yet. If the clique would try and crush SEAFARING could any reliance be placed in one of them, if even he was returned as M.P.? Deptford electors please take note. As he has done what he could for SEAFARING perhaps he might do the same for you, that is if he were by chance to be returned. No doubt he wants to shine like a star, but the star might fall. I hope every sailor will remain loyal and firm to their noble presi-

dent and SEAFARING. I mean instead of having one to have three or four copies. To a great extent, Mr. Editor, judging from the press, you have helped largely to make the Union, and I am sure you will have the warm support and patronage which your paper rightly deserves, especially as there are such gifted and clever men amongst sailors. The Shipping Federation, with J. H. Lawes and his so-called free labour colleagues will be very glad of all this tumult. Hoping your circulation will increase by thousands, and wishing you god-speed, I remain, yours truly,

H. CRONEY,  
Stratford.

Feb. 15, 1892.

### SHIPS SPOKEN.

Adirondack, s, New York to Kingstown, Feb. 3, 40 miles north of Cape Maysi.  
Australia, 4-masted steamship (? 4-masted ship), homeward bound, Feb. 13.  
A large four-masted barque, double topgallant sails and royal, steering WSW, Feb. 11, 50 N, 9 W.  
Adonis, of Brake (NFGJ), Feb. 11, 30 miles north-east of the Casquets.  
Bluebell, British barque, Newport to Bombay, Jan. 5, lat. 14, long. 27.  
Clan Gordan, s, homeward bound, Feb. 14, off Lisbon.  
Cambrian Prince, British ship, Portland (O.) to Havre, Jan. 7, 42 N, 128 W.  
City of Florence, steering north, Feb. 13, 51 N, 11 W, by the Georgian (s), Liverpool.  
Erato, of London, for Falmouth, Feb. 13, 50 N, 12 W.  
"Evanilla," four-masted ship, from Cardiff, steering west, Feb. 10, 60 miles west of Lundy.  
Glenlui, Nov. 30, 35 S, 179 E.  
Glenhuntingly, of Liverpool, Falmouth to Aberdeen, Feb. 13, 24 miles NE of Tynemouth, all well.  
Gogoburn, British barque, Sourabaya to Halifax, Feb. 2, 37 N, 64 W.  
Glenudal, barque, steering E. by S.  $\frac{1}{2}$  S., Feb. 14, all well, 50 N, 17 W.  
Haufactus (? Naupactus), full-rigged ship, steering ESE, Jan. 15, 57 S, 71 W.  
Henry B. Hyde, Jan. 20, 29 N, 40 W.  
H. Bi-choff, Jan. 8, 5 S, 30 W.  
Isaac Reed, ship, Hong Kong to New York, Jan. 29, lat. 29, long. 68.  
Iron Crag, British ship, Portland (O.) to United Kingdom, Jan. 7, 42 N, 128 W.  
Isle of Erin, Feb. 10, 51 N, 6 W.  
Jane, steering SW., Feb. 2 (12), 50 (59) N, 9 W.  
KGMW (British steamer), bound west, Jan. 29, 46 N, 39 W, by the Verdian (s), at New York.  
Lough Neagh, all well, Jan. 17, 10 N, 25 W.  
Lord Lytton, British ship, Liverpool to Delaware Breakwater, Jan. 18, 35 N, 25 W.  
Lord Wolseley, steering SW., Feb. 2 (12), 50 N, 10 W.  
"Lucky," ship, Michell, for Shanghai, Nov. 22, lat. 39.  
Lorraine, of London, for Falmouth, Feb. 13, 50 N, 11 W; last two by the Marengo (s), from New York, at Portland (Dor.)  
Mary L. Cushing, ship, New York to Calcutta, Jan. 16, 38 N, 48 W.  
Marlborough, British ship, Rotterdam to New York, lat. 27, long. 68.  
Martha Edmonds, Rio Grande to Havre, Feb. 11, 49 N, 13 W.  
Marathon (s), Feb. 12, 40 N, 10 W.  
Marlborough Hill, Jan. 18, 19 S of "E.C."  
McMillan, ship, of Glasgow, steering WSW, Feb. 10, 50 N, 9 W.  
"Marmia," s, Jan. 27, 22 N, 22 W.  
Nachtegaal, steering south, Feb. 2 (12), 50 N, 9 W.  
Naiad, East to West, Feb. 15, off Barrels; last five by the West Indian (s), at Liverpool.  
Nellie Troop—last four West to East, Feb. 13, 50 N, 13 W.  
Niobe, for Japan, Nov. 29, 40 S, 41 E.  
Orellana, Jan. 2, 17 N, 128 W, reported by telegraph from Liverpool.  
Piako, ship, Otago to London 97 days, Jan. 30, 39 N, 32 W.  
"Pleiades," Jan. 9, 5 N, 25 W.

P. J. Palmer, British barque, Rosario to New York, Jan. 28, lat. 34, long. 74.  
Queen of Scots, Jan. 18, about 40 S of "E. O. L. V. A."  
"Ryderdale," barque, steering east, Feb. 11, 49 N, 13 W, short of provisions.  
Romanoff, British barque, Havre to Philadelphia, Jan. 30, 31 N, 72 W.  
St. Cuthbert, barque, of Liverpool, Pisagua to Falmouth, all well, Jan. 29, 9 S, 22 W.  
Scottish Moors, Jan. 12, 2 N, 27 W.  
Sarcinia, steering SW, Feb. 3, 12 N, 27 W.  
Saga, barque, of Lillesand, steering north, Feb. 1, 40 N, 10 W.  
Serico, of Liverpool.

#### A GALLANT SAILOR'S FEAT.

The Prince Edward's Island schooner *Avenger* has been driven on the rocks 20 miles from St. John's, Newfoundland, the wreck being characterised by a remarkable exhibition both of bravery and strength. The schooner was pounding to pieces in the tremendous surf, and the single boat was swamped in an effort to launch it. Then Murdock Gillis, a sailor, offered to swim ashore with a life-line, and jumped overboard. He was thrown on the rocks by a big wave, but was unable to obtain a hold, and after being bruised, tossed, and buffeted, was hauled back. He rested an hour and then tried again. This time he was thrown into a cleft in the face of a cliff, from which he climbed point by point until he obtained good holding ground. He then drew ashore and fastened a larger line, by which the captain and all the crew were saved.

#### THE NEW QUEEN'S COUNSEL.

The ceremony of calling the 10 new Queen's Counsel within the bar at the Royal Courts of Justice took place on Tuesday, and was attended with more than ordinary interest. Most of the counsel are well known and popular both at the Bar and in society. Their friends, including many ladies wearing light gloves in honour of the occasion, assembled in the courts where the new counsel were called. After the formal ceremony had been gone through, the counsel called within the Bar were: Mr. J. G. Witt, Mr. D. L. Alexander, Mr. E. Rudley, Mr. A. K. Loyd, Mr. H. G. Sles, Mr. A. Hopkinson, Mr. Erskine Pollock, Mr. H. F. Dickins, the Hon. Bernard Coleridge, Mr. L. E. Pyke, and Mr. W. S. Robson. Mr. A. C. Meysey-Thompson, who has also taken silk, was not among those called. The new counsel proceeded first to the Lord Chief Justice's Court and were severally called within the bar. Subsequently they were called within the bar in the Appeal and other courts.

#### DEATH OF MR. WARDLE, M.P.

Mr. Henry Wardle, of Highfield, Burton-on-Trent, M.P. for South Derbyshire, died on Tuesday morning. Mr. Wardle was the son of Mr. Francis Wardle, and was born in 1832. He married, in 1865, Mary, daughter of the late Mr. T. F. Salt, and was senior partner in the brewing firm of Messrs. Salt and Co. He was a magistrate for Derbyshire and Stafford and a deputy-lieutenant of the latter county. He was also an alderman for Derbyshire. Mr. Wardle was a Liberal, and had represented South Derbyshire in Parliament since November, 1885. In 1885, before the split in the Liberal party, he defeated the Hon. G. Curzon, the Conservative candidate, by 2,092 votes. In 1886 the Hon. E. Coke, a Liberal Unionist, opposed Mr. Wardle, but was beaten by 1,153 votes. It was not Mr. Wardle's intention to again seek re-election for South Derbyshire. Both parties had made arrangements to bring forward candidates at the general election, the Liberals having selected Mr. M. H. Evans Broad, and the Conservatives Mr. B. V. Melville.

#### ARREST OF SWISS BANKERS.

Herr ck Wurst and Camille Kling were charged before Sir John Bridge in the Extradition-court at Bow-street, on Tuesday, with fraud within the jurisdiction of the Swiss Government. The accused were described as bankers of Basle, and it was stated that they left on December 18th, and arrived in London. In due course a warrant was issued for their arrest under the Extradition Treaty.—Detective-sergeants Sexton and Weigner made inquiries and traced the accused to 53, March-road, Richmond, where they were occupying furnished apartments. Upon being searched £1,362 in German notes and French gold was found on Wurst and upon Kling £593 10s. Wurst said that they had a return ticket to Basle, and that it was a great thing in their favour; they had thought that they could establish a business here, but when they arrived they heard that a warrant had been issued against them. That prevented them from returning.—Kling said, "I say the same thing." In his possession a loaded six-chambered revolver was found.—The accused were remanded.



At Colchester, on Tuesday, Judge Abdy heard an application for the approval of a scheme submitted by the partners in the late Colchester Bank, whereby Messrs. Gurney, Round, Green, and Co. take over the bank premises and business, in consideration of an undertaking to pay unsecured creditors 10s. in the £. His Honour said he approved the scheme purely because it was for the benefit of creditors.

Intelligence from Constantinople announces the satisfactory settlement of an incident recently raised between Russia and Turkey by the seizure of a Russian valise at the Mount Athos Post-office. The Porte has ordered that the valise, which among other things contained postage stamps to the value of 5,000 roubles, shall be given up, and the Russian Ambassador has expressed his entire satisfaction at this arrangement of the matter.

Mr. Thomas Wilshire Summerson, who has just died at Brightlingsea, in his 101st year, was early impressed into the Navy, and saw active service in the American War. He journeyed from Colchester to London on a barge to attend the funeral of Admiral Nelson. The attainment of his 100th birthday last November was publicly celebrated in Brightlingsea, when the old man took part in a procession through the streets. His death resulted from an accidental fall.

George Clarke, a collier, employed by the Powell Duffryn Colliery, Aberavon, has been charged at Aberavon with committing two breaches of the Mines Regulation Act, by unlocking a safety lamp within the workings, and by taking matches into the workings. The seam in which the defendant worked was a very fiery one, and the lives of 400 men were thus imperilled. The accused was sent to gaol without the option of a fine, the magistrates expressing their determination to similarly treat any wilful breaches of the Act.

Lady Frederick Cavendish presided on Tuesday afternoon at the annual meeting of the Leeds Ladies' Association for the Care and Protection of Friendless Girls. She thought the work an honourable one. They were gathering in the lambs whose tottering feet were on the edges of precipices in all directions, going down into the streets and lanes, and seeing the state in which they were, how was it possible not to thank God for the work of that association? Their homes were real homes, and not red tape, and drill institutions.

In the Divorce Court, on Tuesday, an application was made to Mr. Justice Jeune on behalf of Mrs. Armstrong (Madame Melba), against whom her husband has instituted a suit for a divorce, to restrain the petitioner from pursuing certain proceedings before a Viennese tribunal or examining the servants of a Vienna hotel, and to order the petitioner to elect whether he would go on with the cause before the Court here, or with the proceedings instituted by him before the tribunal at Vienna. Mr. Justice Jeune granted the application, with costs.

According to despatches received in Brussels from Las Palmas, the steamer Le Congo, which left Antwerp on January 6th for the Congo, had a fearful passage along the Portuguese coast. The vessel encountered a terrible hurricane, and when off Lisbon her position was so critical that the captain ordered the boats to be launched. While the storm was at its height the steamer was struck by lightning, and several of the passengers and crew were injured. The gale lasted two days. Le Congo was much damaged, but was able to proceed to the Canaries, whence she sailed for Sierra Leone.

Sir John Bridge, at Bow-street, on Tuesday, granted an order for the extradition of Constant Peschard and Marie Hondschaux veuve Jehan, who are accused of the murder of Charles Gaucher, uncle of the male and brother-in-law of the female prisoner, who was found with his throat cut in a hut in which he lived near Fresnes, in the Department of the Orne. The murder was committed on the night of the 7th of January last, and upon its discovery the prisoners left the country and were arrested at an hotel in Jersey. They said on Tuesday that they were anxious to go back to France to establish their innocence.

A receiving order has been made under a petition presented against the debtor known as the "Jubilee Plunger," and who is described as of Joe Farr's Club, Regent-street, and late of Charlotte-street, Fitzroy-square, gentleman. The proceedings were upon a creditor's petition, the act of bankruptcy alleged being the non-compliance of the debtor with the requirements of a bankruptcy notice.

At Consett, John Close, a clerk in the employment of the Consett Iron Company, Medomsley Collieries, has been committed to the assizes on two charges of forgery and one of obtaining money by false pretences from his employers in December. The amount the prisoner was charged with obtaining was £46; but it was stated that during the past six years he had defrauded the company of over £4,000 by falsifying accounts.

The *Royal Tar*, which arrived in Sydney on the 5th inst., was in command of the second officer, Captain Franklin and Mr. Rogers, chief officer, having died of fever, after calling at German New Guinea. Many of the crew were also attacked, but all recovered.

## JAPANESE COURTESY.

Returning from that long journey into the interior, and from wandering about the hills and valleys of the Nikko-zan, the strongest impression left is of the invariable gentleness and courtesy of this people. With the restless curiosity of our kind, we have gone into temples, cemeteries, shrines, tea-houses, native hotels, private residences, farmyards, rice-mills, and bathing-places—encountering nowhere the smallest deviation from the soft and pleasant manners already noted. It would be absurd to think that the foreign element can be particularly welcome in a land so intensely patriotic and peculiar, where the best-informed stranger constantly violates the proprieties of Japanese speech and customs, and where the most considerate must be often rather a nuisance than otherwise. But—whether it be due to the humanising influence of Buddhism, or to the happy mixture in Japanese veins of the good-humoured Mongolian blood with the subtle and graceful Malay nature—on all sides and in all places the well-conducted traveller in Japan meets with the same *douceur inaltérable* of behaviour. As you pass through the villages lining the high road, the little ones, waddling about on wooden pattens, with their smaller brothers and sisters strapped upon their backs, wag their shaven heads and bend low—shaking the baby altogether out of position—uttering cheerful and friendly *Ohayos!* The very baby, if he can say anything at all, blinks with his tiny almond eyes, and nods his small poll, and babbles "*Hayo! hayo!*" to the passing wayfarer. At the tea-houses, when all is paid, and there is nothing more to expect, the girls will offer the departing guest a bunch of chrysanthemums, or a red or white camellia, and to whatever expressions of thanks you employ the pretty answer is, "What have I done?" (*Dô tashimashita?*). If you ask the way, your guide for the time being will almost rather let you take the wrong turning in a forest path than walk before you. You are led into awful mistakes and mutual misapprehensions by the Japanese habit of never contradicting. They answer "Yes" to almost everything, and the *musumés* in particular softly murmur "*Hi! Hi! Hi!*" all the time you are giving orders or asking questions. If they have anything to say longer than a word or two off goes the hat, and the hands are laid on the bended knees by the men, while the women slide down upon their heels, and smooth their *kimono* over their laps, and so continue the "august communication." Faces plain and sad and toil-worn you may meet, and faces inquisitive, indifferent, or unintelligent. But these are rare even amongst the males, while among the females the young have almost always bright and kindly looks, and the old a sweet serenity of expression, as if they were sure, as they are, of respect and affection.—"Seas and Lands." By Sir Edwin Arnold. (London: Longmans.)

## OUTWITTING THE BROKER.

One day a poor miner who had "started out" a mining "claim," finding it did not succeed, wanted to dispose of it, and for this purpose placed it in the hands of a broker, stating his price—£500. A few days later this miner rushed into Mr. — (I cannot think of the fellow's name,—no great loss, certainly) into Mister's office, crying out in great excitement, "Oh! tare an' ages. Has your Honour sold my mine?" "Cannot say," answered the broker, "I have sold so many since you were here. Why do you ask?" "Och, an' you have. I'm ruined, as I am, ochone. Oh! for marcy sake, your Honour, will you aise my heart, and tell me you have not?" "Shut up your blarney, and clear out of this. Come to-morrow, and I'll see if I have sold it; but be sure of one thing—it hasn't fetched £500," said Mr. Broker. "Oh murder, murder!" wailed the miner. "See here, yer Honour, the pure gold I've struck in fair handfuls; and now yer go and tell me you have sold me mine." The broker carefully examined the sample of gold-dust, which was besprinkled with a few little nuggets, and seeing that they were genuine, hastily decided to do a good thing for himself. "Wait, a moment, my friend," he said to the miner; "I will go and see whether your claim is sold or not. I rather fear it is." Going into the inner office, he returned presently with a cheque in his hand. "I am sorry to say it is sold, and here is your money, £500, less my charges, which are not much." Language could not paint the gross despair and strange antics of the poor Fatlander. He signed the cheque, dashed from the broker's office to the bank, gained a horrible and ghastly smile as he pocketed the cash and vanished. Now comes the best part of the story. Two days after Mr. Broker brought some of his friends to see the splendid "grab" he had made, for needless to state that on seeing the nuggets he had bought the claim himself. When they reached the spot they found a little earth removed, but of gold ore not the smallest trace! Thus for once was the sharper outwitted by a poor dirty Irishman; and what he felt almost more than the loss of his money, the story got about, and he became the laughing-stock of everyone.—"Hard Life in the Colonies." By C. Carlyn Jenkins. (London: T. Fisher Unwin.)

*Freedom*, ketch, of Guernsey, foundered on Goodwins; one man missing.

## IT ONLY TASTED LIKE LIQUOR.

Magistrate: "You are charged, sir, with selling liquor on Sundays."

Prisoner: "Never sold a drop, Jedge."

"But here is a reputable witness who entered your saloon by the back door last Sunday, called for a drink, received a bottle and glass, poured out a liberal quantity, drank it, and paid for it."

"Does he say it was licker, Jedge?"

"He says it tasted like liquor."

"Well, Jedge, I'm a law-abidin' citizen, I am. That there feller tried to break th' law by buyin' licker of me, but I didn't sell him no licker, no, sir."

"What did you sell him?"

"It was a temperance drink, Jedge, made up of turpentine an' kerosene, red pepper, and such things. It wasn't licker, Jedge, it only tasted like it."

## THE BOSTON FOR TRUFFLES.

She was a dainty Boston lass, with a soul above pork and beans and a vocabulary above the ordinary, and she carried them both into a Woodward-avenue restaurant with her.

"Waiter," she added, after giving her order, "bring me also a few tuberculous fungi."

"A few tuberculous fungi," she repeated, with a supercilious elevation of her eyebrows.

"What's them, mum?" inquired the waiter, helplessly.

This time she looked positively severe, yet withal pitying.

"They are a species of morbid extravasation or vegetable sugars analogous to oak-balls, or nut-galls, doubtless originating, as these latter, from the sting of some of the insectivorous family," she explained lucidly.

The waiter was paralysed.

"What's the matter with you?" interposed his partner at the next table, coming to the rescue.

"The young lady wants truffles. You had ought to been raised in Boston, like I was."

## WRECK OF THE ADDIE JOHN.

It was the schooner Addie John,

Bound for the Coast of Maine;

The sea ran high, the stars were gone,

The fog-bell was in vain.

For, high above the shrieking blast,

'Twas almost quarter of four,

The look-out thought he heard at last

The awful breakers roar.

"Oh, port your helm!" the Capt'ing cried,

(The mate began to pray)

"We'll save the ship"—the Capt'ing lied—

'Twas the 27th of May).

"Port your helm" was just the opposite of what the Captain ought to have remarked. It would have been more to the point had he said: "Let go that main-sheet, you slack-salted son-of-a-sea-cook!" However, the mate put the helm hard down to port, and the next moment, with a terrific thump and a grinding, sidewise lurch to starboard, the ship settled down and came "into stays." Everyone on board knew precisely what had happened without the need of an explanatory diagram, and the Captain lost caste with his crew instantaneously.

"Doggone my cats!" the Capt'ing swore

(A wicked man was he);

"We're hard and fast upon the shore

Of North-Am-rikee."

[This statement of the situation shewed great presence of mind in the gallant navigator. He had struck it right on the first guess.]

They hove the anchors overboard,

And reefed each tattered sail;

Then stood aghast, nor spoke a word—

The negro cook grew pale.

They stood aghast till half-past five,

When the bo's'n gave a shout—

"The fog has lifted; we're alive,

And the tide is running out."

[The captain now swore again, for the ship had struck at high tide, and was securely wedged between the rocks, in about two feet of water, as cosy as a puppy in a basket of clothes. The cook soon had breakfast under way, while the crew began very leisurely to pack their trunks. After breakfast, the tide having run out, the entire ship's company disembarked in a very orderly manner, with dry boots.]

"Doggone my cats!" the Capt'ing swore,

As they gathered round the fire;

"You'll catch me on the sea no more,

Or I'm a wicked liar.

"I've stood on many a heav'n' deck,

And sailed the world around

But this 'ere's just the thinnest wreck

That ever got aground.

"Good-bye, my mates, I'm off for Lynn,

This 'ere is my last cruise."

That's how he turned from ways of sin,

An' went to making shoes.

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